





## Intimation.

## W. BOFFEY &amp; Co.

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896.

[147]

## THE YOKOHAMA SPECIE BANK LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 29 dated the 6th day of the 7th Month of the 20th Year of Meiji.)

SUBSCRIBED CAPITAL.....Yen 12,000,000  
PAID-UP CAPITAL.....5,350,000  
RESERVE FUND.....5,010,000

Fond Office—

YOKOHAMA, JAPAN.

Branches and Agencies—  
KOBE, LONDON, NEW YORK, LYONS,  
SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI.

London Branch—

120, BISHOPSGATE STREET, WITHIN.

London Bankers—

THE UNION BANK OF LONDON, LTD.,  
THE LONDON JOINT STOCK BANK, LTD.,  
THE PARIS BANKING CO. and the ALLIANCE  
BANK, LTD.

Shanghai Agency—

No. 21, THE BUND.

Hongkong Agency—  
No. 6, PRAYA CENTRAL and ICE HOUSE  
STREET.DRAFTS granted on all the Principal Places  
in JAPAN and CHINA, and on the Principal  
Commercial Centers in EUROPE, INDIA  
and AMERICA, and every description of Exchange  
Business Transacted.

NAO NABEKRA,

Agent.

Hongkong, 22nd September, 1896.

## NOTICE.

UNDER the Authority of the Directors and  
with the Sanction of the Japanese  
Minister of State for Finance, I have this Day  
OPENED an AGENCY of the above BANK at  
No. 6, PRAYA CENTRAL and ICE HOUSE  
STREET, Victoria, Hongkong.

NAO NABEKRA,

Agent.

Hongkong, 22nd September, 1896.

## Today's

## Advertisements.

GOVERNMENT NOTIFICATION.  
No. 368.THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction  
are submitted for these published under Govern-  
ment Notification No. 353 of the 18th instant.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.Colonial Secretary's Office,  
Hongkong, 26th September, 1896.

[1549]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on MONDAY,  
the 13th day of October, 1896, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot  
of CROWN LAND, in the Colony of Hongkong,  
for a term of 999 Years.

## PARTICULARS OF THE LOT.

No. of Sale.	Regd. No.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rental.	Upset Price.
1	278.	Marine Lot No. 278.	Containing 1/20 of an acre, situate in the Eastern District, between the Eastern District and the Eastern District.	1/20 of an acre.	\$150.	\$150.

## FOR SALE!

TYPHOONS! TYPHOONS!  
TYPHOONS!COPIES of the SECOND EDITION of that  
well-known and most useful work,  
"THE LAW OF STORMS IN THE  
EASTERN SEAS."

BY

DR. W. DOBERCK,

Director of the Hongkong Observatory.

PRICE.....\$1.

FOR SALE—

At the "HONGKONG TELEGRAPH"

OFFICE,

No. 6, Pedder's Hill,

and at

Messrs. KELLY &amp; WALSH, LD.,

W. BREWER &amp; Co.,

CHAS. J. GAUPP &amp; Co.,

G. FAICOMER &amp; Co.,

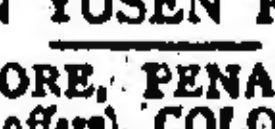
LAWSON &amp; CO.,

HEURMANN, HERBERT &amp; Co.,

and

F. BLACKHEAD &amp; Co.,

Hongkong, 28th July, 1896.



## NIPPON YUSEN KAISHA.

FOR SINGAPORE, PENANG (if sufficient  
indemnity offered), COLOMBO, PORT-  
SAID, MARSEILLES, LONDON  
AND ANTWERP.

THE Company's Steamship

"HIMEJI MARU"

will be despatched for the above Ports on  
SATURDAY, the 31st instant, at Noon.  
For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Hongkong, 5th October, 1896.

[1551]

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINES  
AND  
SPIRITS.ALL these are selected by our London House,  
bought direct at first hand, imported in wood  
and bottled by ourselves, thus saving all inter-  
mediate profits, and enabling us to supply the  
best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on  
Application.PORT after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at the  
DISPENSARY before being sent out.SHERRY.—Excellent Dinner and After Dinner  
Wines of very superior Vintage. All are  
true Xeres Wines.CLARET.—Our Claret, including the lowest  
Priced, are guaranteed to be the genuine  
product of the juice of the grape and are not  
artificially made from raisins and currants,  
as is generally the case with Cheap Wines.BRANDY.—All our Brandy is guaranteed to be  
pure COGNAC, the difference in price being  
merely a question of age and vintage.WHISKEY.—All our Whiskey is of excellent  
quality and of greater age than most brands  
in the market. THE SCOTCH WHISKEY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.We only guarantee our WINES and SPIRITS  
to be genuine when bought direct from us in the  
Colony or from our authorized Agents at the  
Coast Ports.A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

## BIRTHS.

At Caerlawydd, Roath, Cardiff, South Wales,  
on 13th August, the wife of Capt. H. J. ROOPE,  
of a daughter.At the "Island Luma," Teluk Blang, Singa-  
pore, on the 26th ultimo, the wife of THOMAS  
MACKIE, of a son.At No. 62, Chappa Road, Shanghai, on the  
29th ultimo, the wife of E. M. HYNDMAN, of a son.

## The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 5, 1896.

## TELEGRAMS.

## REUTER'S MESSAGE.

## HOME POLITICS.

London, October 2nd.

The autumn political campaign has opened  
with speeches by the Right Hon. H. H. Asquith  
and the Hon. James Bryce, both of whom urge  
the deposition of the Sultan, and believe that  
beneficial action on the part of Great Britain is  
possible, without imperilling European peace.

## (From Japanese Papers).

## MORE STEAMSHIP SUBSIDIES.

Tokio, September 28th.

The Government proposes to appropriate  
\$2,000,000 next year, for the encouragement of  
steamship navigation between the mainland  
and Formosa, and also between Formosa and  
Chinese ports. Coast services in Formosa will  
also be encouraged.

## THE NEW CABINET.

Tokio, September 27th.

Viscount Nemura Yasuichi has been appointed  
the Minister for Communications, vice Mr.  
Katase, who resigned, and Mr. Kiyoura Katgo,  
Vice-Minister for Justice, has succeeded as  
Chief Minister. Viscount Yonikawa, who has  
been released at his own request, Marquis  
Hachisaka, President of the House of Peers, has  
been offered the portfolio of Education and was  
to apply this morning. In case of Marquis  
Hachisaka accepting the offer, Prince Konoze  
or Prince Tokugawa will succeed to the  
Presidency of the House of Peers.

## THE FORTHCOMING BUDGET.

Tokio, Sept. 26th.

The estimate of the expenditure in the Budget  
for the next fiscal year reaches some three hun-  
dred million yen. The authorities of the Finance  
Department are consulting with various other  
Departments with a view to reductions amounting  
in the aggregate to hundreds of thousands.The estimate of the expenditure for the construc-  
tion of permanent buildings for the Imperial  
Diet, under the jurisdiction of the Home Depart-  
ment, has been withdrawn; almost all of the  
estimates for new works under various other  
Departments will be struck out. The estimates  
for the construction of new colonies for the  
Colonial Department and Metropolitan Police  
Bureau, proposed in the Budget for next year,  
have been struck out by desire of the new  
Minister for Finance, Count Matsugata.

## TELEGRAMS.

(From Bangkok Papers.)

PARIS, September 30th.

It has been decided to replace Mr. Larache,  
Resident-General in Madagascar, by Colonel  
Gallien in April next.

September 21st.

A decree has been passed establishing a per-  
manent commercial commission charged to exa-  
mine matters affecting the expansion of French  
Colonial Commerce, and to report upon all  
questions of trade between France and her co-  
lonies.

LONDON, September 22nd.

Baron Baulffy, President of the Hungarian  
Council, speaking in the Hungarian Diet, said  
that Austria and Russia had agreed upon a  
pacific policy to maintain the status quo in the  
East.The Times states that the Russian fleet at  
Sebastopol is on a war-footing. Three bat-  
teries of infantry have been embarked, and the  
fleet will proceed to the Bosphorus should a  
telegram from the Russian Ambassador to  
order.

## THE TYPHOON.

MANILA OBSERVATORY REPORT.

Senior José de Navarro, Spanish Consul at  
this port, has courteously favoured us with  
a copy of the following telegram received from  
Manila—

"MANILA, October 3rd,

7 p.m.

"The depression announced is a cyclone of  
great violence. It is now coming on the island  
of Luzon between the parallels 16 and 17 lat.  
Its direction seems to be from S.E. to W.N.W.

HONGKONG OBSERVATORY REPORTS.

Timely warning of the approach of what is  
probably a terrific typhoon was issued by the  
Observatory officials yesterday about 11.30 a.m.  
It was to the effect that the typhoon reported by  
the Director of the Observatory at 4.30 p.m. on  
Saturday to be "moving westward in the Pacific"was yesterday forenoon North of Bolineo and  
moving towards W.N.W. Dr. Doberck thinks it  
will pass south of Hongkong to-day.It is to be feared that, like most of the October  
typhoons experienced here in recent years,  
although the last of the season, this cyclone will  
be by no means the least in its effect on house  
property and any vessels that are unfortunate  
enough to be overtaken by it.The following notices have been issued by the  
official in charge of the Observatory—  
Hongkong, October 5th.

7.30 a.m.

Very heavy North-east to South-east gale  
expected in Hongkong.On the 5th at 5.30 a.m. Black Dumb belated.  
At 7.00 a.m. Gun fired one round. Very heavy  
N.E. to S.E. gale expected in Hongkong. At  
10.10 a.m. Black South Coast belated. At 10.40  
a.m. Typhoon centre about 200 miles to the S.E.  
of Hongkong, moving towards W.N.W. at present.

At 4 p.m. the barometer read 29.57.

This afternoon most of the steamers in port  
sought shelter in Kowloon Bay and behind  
Stonescutters Island. At 5 p.m. the aspect  
of the weather was very threatening, and the  
barometer falling.

## PUNJONS.

THE SEPTEMBER CLEAN UP.

The Secretary of the Punjon Mining Com-  
pany, Ltd., courteously informs us that he has  
received a telegram from the Company's mines  
reporting the result of the September clean up  
as follows—The mill ran 28 days crushing 1,150 tons of  
ore yielding 370 ounces of smelted gold; 15 tons  
of concentrates were calcined yielding 20 ounces  
of smelted gold.

## LOCAL AND GENERAL.

ELEVEN cases of cholera reported at Singapore  
on the 29th ulto.Mr. A. H. CAPPER, the Protector of Chinese at  
Penang, is seriously ill.The Garrison Parade Ground is closed for  
repairs from to-day until the 20th instant;THE Straits Times states that lawyers are  
invited to practise in the Federated Malay States.THE return of the number of visitors to the City  
Hall Museum for the week ended Oct. 4th  
is—Europeans, 174; Chinese, 2,151; total  
2,325.OWNERS to the competition of the Manchester  
Ship Canal, the Liverpool Dock authorities have  
reduced their port charges on cotton from 3s. to  
2s. per ton.THE excursion to Macao yesterday by the Honan  
was a complete success. Upwards of 200 people  
availed themselves of this opportunity to get an  
outing and all went "merry as a marriage bell"from 9 a.m. until 5 a.m. to-day, when the Honan  
returned to the colony.A CORRESPONDENT writes asking, in reference  
to the announcement in the Daily Press to-day  
that a new paper styled The Camp Gazette is to  
be published at Stonescutters' Island shortly,  
whether the Editor is looking for aid, and if so  
whether he would take one for the latest  
thing in splitts, bandages, life-preservers,  
impenetrable armour, and life-belts. The  
editorial response to this query was: "Don't know.  
Refer him to the Volunteer Headquarters."We are very sorry to hear that Contable James  
Lawrie, the most stalwart member of the Force,  
succumbed yesterday morning to an attack  
of fever after a brief illness. He was a splendid  
specimen of a man, tall and broad, and although  
very powerful was of a quiet and genial  
disposition and deservedly popular with his  
superiors and colleagues generally. The funeral,  
which took place at Happy Valley this after-  
noon, was attended by the entire European  
Force off duty, and many civilian friends of the  
deceased.The bicycle bomb is the latest cycling novelty.  
It is a German invention, and is intended to be  
used by cyclists to scare away dogs. Thrown  
down it explodes harmlessly, but with a "deafening"  
report. We respectfully submit that no  
justification exists for the introduction of this  
"cycle bomb" in this colony; that we are going  
along very nicely without them, and that if intro-  
duced a heavy duty should be levied on them.  
Such a pleasure as the right to throw bombs  
about the streets is surely worth paying dearly  
for.THE report to be presented to shareholders of  
the Canton Insurance Office, Ltd., at the general  
meeting on the 19th instant (which we received  
at 5 o'clock this evening and will publish for  
extension to-morrow) sets forth that, subject to  
approval of the shareholders, it has been decided  
to dispose of a balance to the good of 1895  
account of \$105,015.18 by adding to Reserve  
Fund \$100,000, thereby increasing it to  
\$1,300,000, pay a final dividend of \$5 per share,  
and carry forward \$45,015.18.MRS. H. W. KILLS, a lady journalist, arrived at  
Singapore by the Saladia from Western  
Australia on the 26th ultimo, her mission being  
to go to Japan in the interest of the Geraldton  
Express of that Colony. The Australian  
desire to take power to prohibit the importation  
of Japanese labour, and the Straits Times  
thinks Mrs. KILLS is visiting Japan to seek  
arguments in aid of that view. Strange to say, no  
less than seventeen females also arrived at  
Singapore by the Saladia, but we are glad to  
learn they have been locked up there and are  
therefore not likely to "disturb the peace of our  
model colony. Now, where is Mr. Quong Tatt's  
consignment of lepers? It is to be hoped they  
will also be landed in the sister colony. They  
are not wanted here.At 7.15 last night the steam launch  
Twined, belonging to Messrs Jardine, Matheson  
and Co., was entering the harbour  
from Lyee-moon Pass when she ran into  
and upset a sampan, throwing three women  
into the water. P. C. Whybrow (53) witnessed  
the occurrence from Shankwan and put off in a  
small boat and rescued two of the women. The  
third was also rescued, and they were all  
placed on board the Twined. The constable  
ordered the coxswain to go full speed to the  
Harbour Master's Wharf. One of the women,  
named Sa Cho I, died on the way and the other  
two were taken to the Government Civil Hospital.The coxswain was arrested and charged with  
unlawfully causing the death of Sa Cho I. This  
morning he was taken before the Magistrate  
and remanded.A SCHEME for the re-arrangement of teachers in  
the Government English Schools of the Colony  
is published in the Straits Government Gazette.  
The scheme divides the teachers into three classes.  
Class I. comprises teachers selected by the  
Crown Agents for the Colonies for three years' term  
of service, at a salary of \$1,200 a year and  
rent allowance. They may then, if efficient, be  
transferred to the fixed establishment at \$1,400  
a year, with increments until the salary reaches  
the maximum of \$1,920 a year, with rent  
allowance. Teachers in Class II. start with \$720  
with increments until the salary reaches \$960 a  
year. Teachers in Class III. begin on \$360, and  
the salary rises by annual increments of \$60  
until it reaches \$600 a year. Promotions from  
Class III. to Class II. depends upon passing an  
examination after five years' service.Mr. S. R. CARR, of Messrs John Little and Co.  
Ltd., has presented a very handsome shield to  
the Singapore Sporting Club. Mr. Carr left the  
Colony three years ago, but while in Singapore  
he was an enthusiastic sportsman. "Pendeck"  
was his racing name, and he gained numerous  
victories on the Stratford. The present has now  
made the Club will be an abiding souvenir of his  
long connection with sporting affairs in Singapore.The shield, which is intended to commemorate  
the Derby victory, is of dark oak. There is a  
beautiful silver centre piece, depicting horses  
passing the winning post, and around this  
are artistically arranged a series of twenty  
miniature silver shields. On each of these  
shields are inscribed the owner's name,  
name of horse, and of jockey, the weight, and  
the time. Nine are filled up, and so there is yet  
room for eleven more. At the top of the shield  
is the inscription "In silver—Singapore  
Derby. Distance 1 1/2 miles; weight per scale  
100 lbs. with allowances." Beneath the shield  
is the following—"Presented to the Singapore  
Club by Pendeck." The centre piece and the  
small shields are mounted on brass, which  
considerably enhances the effect. The shield is  
the work of Messrs. Mappin and Webb, London.

## MEMORANDA.

TO-DAY.—5th October.  
The Transfer Books of the Canton Insurance  
Office, Ltd., closed from this date to the  
19th inst., inclusive.TO-MORROW.—6th October.  
Canadian and Tacoma mails due.  
8.45 p.m.—Lecture at the Headquarters of the  
Hongkong Volunteer Corps.THURSDAY.—8th October.  
11 a.m.—English Mail closes.  
Noon—Raffles calls for London.  
Noon—City of Rio de Janeiro leaves for San  
Francisco, via usual ports of call.Noon—Meeting of shareholders of the Union  
Insurance Society of Canton, Ltd., at the  
Head Office, No. 4, Praya Central.SATURDAY.—10th October.  
Indian mail due.  
3 p.m.—Gymkhana meeting at Happy Valley.  
Football match.SUNDAY.—11th October.  
Football match.A FLASH of lightning struck the telegraph lines  
near Chikun Railway Station, nine miles from  
Telok Anson, yesterday, near the Farah Pioneer  
of the 23rd ult., causing considerable damage.  
Eight poles were reduced to splinters, wires  
were fused, and the insulators smashed.THE annual meeting of the shareholders in  
Messrs. S. C. Farham & Co., Limited, was held  
on the 29th ultimo at the office, Broadway,  
Shanghai. Mr. Gallie (chairman) presided and  
the report and accounts were adopted, the dividend  
as recommended declared, and the usual formal  
business transacted. Some discussion took  
place regarding the Reserve Fund, two share-  
holders suggesting that more details should be  
given regarding investments.THE REBELLION IN THE  
PHILIPPINES.Very little news of the actual state of affairs  
in the Philippines is available. A strict cen-  
sorship of the press and of correspondence leaving  
the island is still exercised by the Spanish  
authorities. The Emeralds and H.M.S.  
Radda have arrived from Manila, the latter  
this afternoon after a very rough voyage.A merchant of whom we made inquiries  
respecting the situation, and who has correspond-  
ents in the islands, has kindly given us per-  
mission to publish the following extracts from letters  
received by him—Papers received recently from Hongkong do  
not give the real version of the state of affairs  
in Manila. The Telegraph seems to have  
grasped the situation pretty well; but all are  
pretty "wide of the mark." The capital is  
Manila. It has been the capital from time  
immemorial and will ever remain so. Absolute  
peace prevails in the city and suburbs. The  
rebellion which at one time threatened to  
spread all over the islands is now confined  
to the province of Cavite.The arrival of troops from Spain is looked forward to, and all  
who are able to judge are of opinion that the  
rebellion will be squashed on Saturday (5th)  
at the Spanish troops arrive. About 8,000 are expected  
here in a few days. When the troops arrive  
there will be only two courses open to the rebels  
—either to surrender on mass or be wiped out  
in toto.The first lot of troops (1800) arrived at Manila  
on the 1st October and were to be followed by  
6000 more in a day or two, the latter being on  
board fast chartered transports.The arrival of the troops naturally restored  
confidence in business circles.The general opinion seems to be that the back  
of the rebellion has been broken.

## THE REINFORCEMENTS.

SINGAPORE, September 28th.

The Spanish steamer Catalina, Capt. Car-  
rera, the first of the Campana Transatlantica's  
steamers to arrive in Singapore with reinforce-  
ments for Manila, reached here on Saturday (4th)  
and left yesterday after calling. She sailed from  
Cádiz on the 26th instant, performing the  
journey in 23 days, or at the rate of 14 knots  
an hour. She has on board 57 officers and 880  
troops, and will be followed in quick succession  
by the Montserrat, the Antioia Lopez and the  
Isla de Luzon. The cruiser Isla de Luzon  
and Isla de Cuba may also be expected to  
pass through shortly to reinforce the naval  
forces.—Free Press.

SOCIAL CONDITIONS IN THE PHILIPPINES.

On the whole the Philippine natives find  
and take life easy. Their requirements are few.  
The sum of £3 will provide a native household  
with a dwelling of its own and ample furniture.  
Under a genial climate, on a soil infinitely grate-  
ful for the slightest tending, by waters teeming  
with fish, they know no want of food, and have  
much time left for amusement—such as dancing  
and public rejoicings on the smallest occasions  
to which they have a natural talent, so  
that there is scarcely a commune without a fair-  
ly trained brass band—and gambling. Cockfight-  
ing is the national sport, and no mean source of  
revenue to the authorities. Almost every native  
owns a fighting fowl, which is as dear to him as  
his lap-dog to a European lady. He carries it  
about with him, and he has his bottom dollar on  
its performance in the arena. Thus the native  
is an indolent rather than a steady worker,  
and his delight in feasts and holy days is his  
content, which passes him off as rich in his own  
mind with ten dollars in his purse, make him,  
as a labourer, though he is as docile as he is willing  
to please, a source of occasional annoyance to  
his employers. As regards the climate, it is  
perfect for the tropics; yellow fever and other  
endemic diseases are unknown. The only  
epidemic known, and that only in some out-  
of-the-way regions, is an irritating cutaneous af-  
fection not quite unknown in our isles.The Philippine Islands are under the supreme  
charge of a Governor-General, who resides in  
Manila, a town of considerably more than  
300,000 inhabitants, and there a goodly  
number of British men of business, well-  
appointed club is the centre of foreign social  
intercourse. In Madrid, the interests of the  
colony are specially entrusted to a Council of State  
for the Philippines, which acts as an advisory  
body to the Minister for the Colonies. There is  
also a Council of State in Manila, which has a  
voice in questions affecting the material progress  
of the islands, which are divided into provinces,  
each under its Governor. The provinces are  
sub-divided into districts, and these again into  
communes or parishes. The Gobernadorcillo  
(little Governor) stands on the lowest rung of the  
official ladder, being the elected head of a com-  
mune, and wearing as the symbol of office a stiff,  
mushroom-shaped hat, resplendent with solid  
ornaments of silver bullion. In these commu-  
nes or parishes the "corrales" especially if he be  
a Spaniard, as is generally the case in the more  
important parishes, exercising supreme power,  
he is the father and council of his people,  
and helps them not only with spiritual advice,  
but also furthers their material interests. Many  
of these Spanish curas have done much good  
work in the way of making roads and bridges,  
and the building of churches, acting frequently  
as their own engineers and architects, with far  
less ungrudging results than one might expect  
from persons who are supposed to be more  
conscientious with brevity and wary than with  
rule and compass.The Spanish priests, like all strict orders,  
come to the islands for eye and good, and, with  
scarcely any exception, do their duties faithfully  
and devotedly. Priests of native extraction do  
not quite come up to the high standard of their  
Spanish confreres.In their colonies the Spaniards practice what  
they preach, that is to say,



## THE REORGANISATION OF THE FOCHOW ARSENAL.

When the late Marquis Tso Tung-ping founded the Fochow Arsenal, naval shipyard, and schools in the early part of the sixties, shortly after the subjugation of the Tai-ping rebels, and Messrs. Giquel and D'Almeida (ex-officers of the Ever-Victorious Army) were installed as Director and Assistant Director, respectively, of the new institution, with a corps of from thirty to forty French engineers, shipwrights, and artisans, many were the expectations, at the time, that this would be but the forerunner of China's greatness as a Naval Power in the future, and that the ships of war built at the yard would equal the best of those turned out in Europe. Chinese mandarins were not then so intimately known to foreigners as they are now, and, as usual, while Europe has been making gigantic strides in naval architecture and gun-making, the Fochow Arsenal at Pagoda Anchorage is still turning out vessels of the type of thirty years ago with old-fashioned engines of 750 horse-power; in fact, the same sort of work as the Chinese artisans were taught by their French instructors in the latter part of the sixties. Of course there have been attempts at building steel cruisers after the fashion of modern times, but it was found that they cost just double those built in Europe, while infinitely inferior. So the sphere of the establishment was gradually curtailed until from the rank of an institution of the first class with an Imperial High Commissioner at the head it had dropped down to the position of having a man of Tai-ping rank as Director. The result of the war with Japan has, however, opened the eyes of the Emperor's advisers and an edict was recently issued commanding that the Fochow Arsenal be restored to its pristine importance, and appointing H.E. Yü Lu, formerly Tartar General of Lower Manchuria during the late war, but now Tartar General of Fochow, to be Imperial Commissioner and reorganiser of the institution. It was even acknowledged in the decree in question that in Europe the naval engineers and gun-makers are almost daily making improvements on their last inventions, so as to bring their ships of war and armaments nearer and nearer perfection; hence it behooves China to follow in the same line of action, and the said Tartar General is commanded to avoid no expense in the attempt to do so, etc. To this end in view, therefore, according to a native correspondent in Fochow, H.E. Yü Lu left Fochow on the 11th ult. for Pagoda Anchorage, where, accompanied by the commander of a French gunboat, a careful inspection was made of the Arsenal, shipbuilding yard, gun foundry, and naval engineering and scientific schools attached to that institution. The object was to get the French officer to give his advice as to what should be done in the proposed work of reorganisation so as to make the institution comparable with those of Europe in the future. As a result of this inspection the Tartar-General has decided to engage another corps of French naval shipwrights, mechanics, and artisans, etc., as was done thirty years ago, with three superintendents at their head drawing monthly salaries of \$1,500 each. In addition to the above, seven professors or tutors with salaries of \$500 per annum, are also to be engaged for the naval, engineering, and scientific schools; the first two schools to be taught by Englishmen. The salaries alone will amount to about \$100,000 per annum. This has been telegraphed to Peking by the Tartar General for sanction. The French Commander is also alleged to have said to the Tartar General during the inspection that "all Europe was anxious to see China a powerful State and prosperous country, and that if she would only embark earnestly in the task in hand of reorganisation he was sure that in the space of five years China would be able to stand on terms of equality with any Power in Europe." When this speech became known amongst the Fochowites, remarks our correspondent "the hearts of all who heard it were filled with a joyful enthusiasm and every one earnestly hoped that the Imperial Government would take heed to this wholesome advice." On the 15th and 16th ult. H.E. Yü Lu presided over the nautical examinations at the naval school, when eighteen cadets were reported to have passed their theoretical course, and were now ready to enter the training ship for their lessons in practical navigation. The examinations over, the Tartar General and his French adviser made an inspection of the Chang-shi or White fort guarding the Mingpan Pass. These were the forts which were shelled by the latter's catapults under the late Admiral Cornhill in August, 1884. It will be remembered that immediately after the signing of the peace with Japan last year, an edict was issued authorising Chinese mandarins and capitalists to take over the Fochow Arsenal and work it like the English shipbuilding yards and foundries. But this has fallen through owing to the fear of the mandarins that "such a thing would tempt the people to rebel, who having the means to arm themselves could easily have the Government at their mercy." The Mohammedan rebellion and the numerous petty insurrections throughout the Empire, during and after the late war, have probably not lessened the fear expressed above.—N. C. Daily News.

## MR. DUDGEON'S MISSION.

In our last issue we reproduced "A White Man's" letter to the *North China Daily News* on the above subject. We now give below a reply thereto from "Spinner," who writes to the Shanghai morning paper as follows:—  
Sir,—It may be of interest to your readers to know that the whole of the "Apparal" of "A White Man" is based on false premises and ignorance of the subject under discussion, especially so with regard to Cotton Mills in China. The Cotton Mills cannot interfere with "home industries," as primarily their business will be manufacturing yarn, and of such sales or counts as have not been shipped from England or Europe for twenty years, the demand having been met hitherto by Chinese home hand labour and Indian and Japanese yarn. The demand in China has increased so enormously that notwithstanding the mills now in course of erection here, Bombay spinners are extending, and enquiries were sent in England for machinery for 200,000 spindles when the last mail left. Should this market eventually become self-supplying, India and the vast territory behind can absorb all the Indian production. It is reasonable to see merchants here to stand on one side and see Indian and Japanese spinners monopolise the trade out of *their* *own* *country*, and also to please such misanthropes as "White Man." I do not think that it is by such considerations as those advanced by your correspondent that commercial success is obtained. Surely, this would be another illustration of the parable of the man who "wreathed his talent up in a napkin."

## GERMAN NAVAL STATION IN THE WEST INDIES.

The reported efforts on the part of Germany to purchase the island of St. Thomas from Denmark is a matter of a great deal of importance to several parties. Germany has no station on that side the Atlantic, and this will give her one of the very best. The United States loses a fine opportunity to acquire a valuable coaling port, once offered to her at a reasonable price, and England will have another of the great powers with a flag in among her West Indian jewels. Though of small size St. Thomas was formerly one of the most important of the Antilles as a general port for trade between the West Indies and Europe. It was originally a resort for the buccanniers, and afterward fell into the hands of a private company, when it became a centre of contraband trade with the Spanish colonies and a great market for slaves from Africa. It came into the possession of Denmark through the Elector of Brandenburg, who was a director of the company, and he being succeeded by the King of Denmark, the sovereignty of the island ultimately passed to that power.

During the Napoleonic wars it was neutral and was the centre of a large trade from all sides, and having been made a free port it held this business even after the abolition of the slave trade and the separation of her colonies from Spain. Its situation at the apex of the great bend of the West Indies fits it especially for a distributing point for European trade and the West India trade.

It has an excellent harbour on the south side, easy of access and well sheltered from the trade winds, but subject occasionally to hurricanes, the one in 1870 wrecking nearly everything in the harbour. The inner harbour has a large basin between sixteen and thirty-two feet deep—a part of it over thirty-two feet—but it is too shallow between Signal Station and Bellevue Battery for the entrance of large vessels. It can, however, be easily deepened. While the trade of the island is still one of the most important ports in the West Indies.

The port, which is known as Charlotte Amalie in official circles, is still much frequented. It has a population of some 12,000, who speak every language—Spanish, Dutch, French, Danish and English. The hills about the town are quite high—from 500 to 1,500 feet—and command every point around the island. The entrance to the port is well protected by fortifications. It can be made second to nothing in the West Indies, except perhaps St. Lucia, as a stronghold.

Some years ago the Danish Government offered the island to the United States for \$5,000,000. The inhabitants were eager for the sale and President Grant recommended that the purchase be made. The negotiations went so far that in the certainty of their consummation the publishers of school geographies, in getting out new editions, marked it as belonging to the United States. For some reason, however, Congress never acted favourably on the proposition.—*Price Chron.*

## THIBET IN REVOLT.

The last of China's outlying tributaries, and the one she has most jealously guarded, is about to follow in the wake of Formosa, Korea, Tongking, Annam, Lital Manchuria and the Western Tartar States that formerly paid fealty to Peking. Thibet is in full revolt against the once great Eastern Emperor. The Dalai Lama has declared a holy war against the Chinese and given the signal to his wild mountain hordes of priests and monks to lay aside their praying-wheels and beads and go out to exterminate the Sons of Man with gun and sword. Some months ago we referred to the circumstances which culminated in the recalling of the present Chinese Amban, Kwe Huan, from Lhasa, and the hasty despatch of his successor, a Manchou, named Wen Hai, from Kwachow, without giving him time to journey to Peking for the customary audience prior to taking up his important and delicate post. This was early in July, and he was ordered to proceed to Lhasa by the most rapid and direct route in order to allay the dangerous friction that had grown up between the Lhasa dignitaries and the representatives of the Son of Heaven in that mysterious city. During the few days' information has reached us from reliable quarters to the effect that from a mere squabble between the Chinese and the Thibetan border tribes, the trouble has grown into a wholesale rising of mountaineers against Chinese suzerainty. Lhasa is bent upon freeing itself from Chinese influence as Seoul was two years ago. The Lama second in authority to the Dalai Lama is at the head of the armed Buddhist priesthood, and as every man in Thibet is a soldier, after a fashion, they will undoubtedly make it very warm for our Chinese friends. China, he is remembered, has a formidable rebellion to cope with in Kansuh also. We are also informed that the Amban has hurriedly left Lhasa without waiting for the arrival of his successor, from whom there is word, via Tachienlu, were the telegraph is first available, that he is finding great difficulty in his journey Thibet-wards, owing to the bad state of the roads, bandits, etc., all of which go to indicate that the excited traveller is particularly desirous of reaching his arrival in no uncertain and incontestable manner. Things have grown so serious that the Peking Government has sent reinforcements of 5,000 Braves, under a Mongol and a Manchou General, with two guns, to overawe the Thibetans, but we do not anticipate from what our informant says that this force will be of the slightest avail against the wild Thibetans who have lately learnt, as one of the lessons of the Japan-China War, that the powers of the Middle Kingdom in the field against a foe who will fight at all is practically nil. The Chinese traders and others are flying from Thibet into China, all their women and children having been sent away three months ago. Things thus look exceedingly unpleasant for the Chinese in the mysterious plateau where they have by cunning and bombast managed to keep up a great pretence for so long and to terrify the ignorant Thibetans by the same impotent bluff that has kept England's "Only General" and some other glibly nearer home in a material funk for the past fifty years. The situation in Thibet and the development of events in that little-known region are very likely to be followed by graver results than a mere fight between Lhasa and Peking, for both the Russians and British are at the moment attentively watching each other from opposite sides of the plateau, each waiting to get an opportunity for moving towards obtaining a firm foothold in a country that is believed to teem with wealth compared to which King Solomon's Mines were as minor to Coolgardie. The present rumour may give either the wished-for opportunity, while the Thibetans will find themselves further embarrassed by the "little war" that the fiery Ghuks are preparing to wage upon them from Nepal. Thibet is likely to become the centre of exciting political developments ere long.—*China Gazette.*

## THE SINGAPORE INSURANCE COMPANY.

**LIQUIDATORS' REPORT.**  
The following is the report of the liquidators which was to be presented at the special general meeting of shareholders, to be held in the Singapore Exchange Rooms, at noon, on the 1st instant:—

We have now the pleasure of presenting the accounts from the 20th February, 1894, to 10th September, 1896. No further dividend has been declared since last meeting, the liquidators not feeling justified in distributing any more of the funds until all the claims on the company had been settled. All known claims having now been met, and the liquidators not anticipating that there are any more to come forward, the necessary steps to close the liquidation are now being taken, and it is hoped that a further and final dividend will be announced within a few months.

JOHN F. CRAIG,  
JOHN FRASER,  
J. P. JOAQUIM.

LIABILITIES.	
Capital.....	\$573,520
Less amount returned.....	481,404
Reserve Fund.....	\$92,116
Unclaimed.....	11,875
	2,304
	\$116,295

ASSETS.	
Cash and Current Accounts.....	\$ 2,882
Fixed deposits.....	48,782
London Agents.....	41
Sundry Debtors.....	415
Profit and Loss Account.....	64,164
	\$116,295

## PROFIT AND LOSS ACCOUNT.

To Balance.....	\$ 53,931
Losses.....	5,708
Sundry debtors written off as irrecoverable.....	
New Oriental Bank Corporation \$205	
D. Donaldson.....	412
Lum Leong.....	4
Woo Kim Yam.....	467
Tan Keng Cheow.....	498
	1,583
4th Dividend (prior to liquidation).....	
Paid 6th September 1895.....	35
Expenses of Liquidation.....	
Legal Expenses.....	41
Commission—sale of property.....	57
Rent, Salaries, and Office Expenses.....	3,760
	3,859
	\$ 71,117
By Interest.....	\$ 4,844
Bad Debts recovered.....	123
Exchange adjustment account.....	7,734
Profit on shares.....	259
Balance.....	64,164
	\$ 71,117

On the 28th ultimo the *Strait Times* commented on the above report as follows:—

We print, to-day, the report of the liquidators of the Singapore Insurance Company, a summary of which we published on Saturday. The substance of the matter is that the liquidators have \$52,000 in hand, which is divisible between 29,175 shares. That should mean a dividend of about \$1.77 per share. The liquidators state that all known claims have been met, and that they hope a further and final dividend will be announced within a few months. The last is an unsatisfactory statement. Why should a further dividend be delayed for a few months? Between the date of the report at present under discussion and the date of the previous report, there has been an interval of two and a half years. The whole amount of losses paid during that time was \$5,708, and a half year's amount to less than \$6,000, and the whole amount of debts recovered during these two and a half years amounts to \$123. In substance, there seems no reason why the liquidators should have paid an additional dollar a share at least two years ago; and it is difficult to comprehend why they should not more quickly pay up at least a dollar and a half a share. The statement that "the necessary steps to close the liquidation are now being taken" seems a trifle lame when it is known that these steps might have been taken some months previously. The excuse which has lashed the liquidators for a very long period is about a certain claim which it was convenient to allow to run off by lapse of time. But that lapse of time took place some months ago, and there seems no reason why the steps that are now promised should not already have been taken. We say there seems no reason, because, of course, it is conceivable that the liquidators may have some sufficient reason which they will disclose to the shareholders at the meeting on the 1st of October. But, on the 1st of October, they do not disclose such a reason, the impression left on the minds of the public will be that the liquidation of the Singapore Insurance Company has been unduly delayed.

## WALLACE CUP COMPETITION.

The above competition took place at the 200, 400 and 800 yards ranges on Saturday. Sergt. MacPhail won the Cup for the fifth time with the splendid score of 90. The following are a few of the best scores:

	100	200	300	400	500	600	700	800	Total
Sergt. MacPhail.....	37	35	28	32	30	30	30	30	300
Lieut. McDermott.....	30	25	25	25	25	25	25	25	240
Corpl. Henderson.....	31	25	25	25	25	25	25	25	240
Corpl. White.....	31	25	25	25	25	25	25	25	240
Corpl. Stewart.....	29	25	25	25	25	25	25	25	240
Corpl. Ewing.....	29	25	25	25	25	25	25	25	240

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## SUMMARY JURISDICTION.

(Before His Honour Mr. T. Sercombe Smith, Acting Resident Judge.)

October 5th.

## FURTHER.

The following cases are fixed for the respective dates:—

Wednesday, October 7th.  
1904—Leong Kok Wan v. Ng Tit.  
Friday, October 9th.  
1904—R. Douglas v. D. K. Griffith. \$221.00  
1904—The Trustees of the The Hong Kong & Shanghai Banking Corporation v. The The Hong Kong & Shanghai Banking Corporation. \$11.85

## SHIPPING AND MAIL NEWS.

## MAILS DUE:

Canadian (*Empress of China*) to-morrow.  
Tacoma (*Olympia*) to-morrow.  
Indian (*Cathartes*) 10th inst.  
French (*Malherbe*) 11th inst.  
American (*City of Peking*) 19th inst.  
American (*Dorff*) 26th inst.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Nagasaki at 7 a.m. to-day, and left again at 5 p.m. for Kobe.

The Canadian Pacific Railway Co.'s steamer *Empress of China* arrived at Shanghai at 9.30 a.m. on Saturday, and left at 5 p.m. the same day for this port, where she may be expected to arrive about 9 a.m. to-morrow.

The M. M. steamer *Malbourne*, with the French mail of the 11th September, left Singapore for this port at 3 p.m. yesterday, and may be expected here on or about the 17th inst. This vessel brings replies to letters despatched from Hongkong on the 5th August.

## SHIPPING RETURNS.

From 5 p.m. Saturday to 5 p.m. to-day.

ARRIVALS.	
Swallow.....	Steamer from Manila.
Verona.....	" " Japan.
Triumph.....	" " Hollow.
Taliesin.....	" " Canton.
Yungking.....	" " Canton.
Yagrasan.....	" " Hollow.
Mathilde.....	" " Hongkong.
Hwang.....	" " Canton.
Tamara.....	" " Canton.
Tenaka.....	" " Singapore.

Aggregating 11,310 tons register.

## DEPARTURES.

Pakistan.....	Steamer for Swatow.
Independence.....	" " Chafes.
Hollow.....	" " Coast Ports.
Haw.....	" " Hongkong.
Longmoon.....	" " Canton.
Lokong.....	" " Canton.
Wingong.....	" " Canton.
Cosmopol.....	" " Amoy.

Aggregating 7,874 tons register.

## HONGKONG AND WHAMPOA DOCK RETURNS.

Hokan.....	In Kowloon Dock.
Actio.....	" " "
Brian.....	" " "
White Cloud.....	" " "
Hollan.....	" " "
John Batsky.....	Cosmopolitan "
Gaelic.....	" " "
Clan MacFarlane.....	" " Aberdeen "
Nanchang.....	" " "

## PAID THE CANAL.

OUTWARD—1st September—*Hutch Hall*, 8th September—*Antenor*, 11th September—*Maiborne*, 15th September—*Aravalli*, 18th September—*Yapen*, 21st September—*Uyuni*, 25th September—*Banah*, 28th September—*Stratling*, 31st September—*Banah*, 3rd October—*Aravalli*, 6th October—*Aravalli*, 9th October—*Aravalli*, 12th October—*Aravalli*, 15th October—*Aravalli*, 18th October—*Aravalli*, 21st October—*Aravalli*, 24th October—*Aravalli*, 27th October—*Aravalli*, 30th October—*Aravalli*, 31st October—*Aravalli*, 1st November—*Aravalli*, 4th November—*Aravalli*, 7th November—*Aravalli*, 10th November—*Aravalli*, 13th November—*Aravalli*, 16th November—*Aravalli*, 19th November—*Aravalli*, 22nd November—*Aravalli*, 25th November—*Aravalli*, 28th November—*Aravalli*, 31st November—*Aravalli*, 4th December—*Aravalli*, 7th December—*Aravalli*, 10th December—*Aravalli*, 13th December—*Aravalli*, 16th December—*Aravalli*, 19th December—*Aravalli*, 22nd December—*Aravalli*, 25th December—*Aravalli*, 28th December—*Aravalli*, 31st December—*Aravalli*, 4th January—*Aravalli*, 7th January—*Aravalli*, 10th January—*Aravalli*, 13th January—*Aravalli*, 16th January—*Aravalli*, 19th January—*Aravalli*, 22nd January—*Aravalli*, 25th January—*Aravalli*, 28th January—*Aravalli*, 31st January—*Aravalli*, 4th February—*Aravalli*, 7th February—*Aravalli*, 10th February—*Aravalli*, 13th February—*Aravalli*, 16th February—*Aravalli*, 19th February—*Aravalli*, 22nd February—*Aravalli*, 25th February—*Aravalli*, 28th February—*Aravalli*, 31st February—*Aravalli*, 4th March—*Aravalli*, 7th March—*Aravalli*, 10th March—*Aravalli*, 13th March—*Aravalli*, 16th March—*Aravalli*, 19th March—*Aravalli*, 22nd March—*Aravalli*, 25th March—*Aravalli*, 28th March—*Aravalli*, 31st March—*Aravalli*, 4th April—*Aravalli*, 7th April—*Aravalli*, 10th April—*Aravalli*, 13th April—*Aravalli*, 16th April—*Aravalli*, 19th April—*Aravalli*, 22nd April—*Aravalli*, 25th April—*Aravalli*, 28th April—*Aravalli*, 31st April—*Aravalli*, 4th May—*Aravalli*, 7th May—*Aravalli*, 10th May—*Aravalli*, 13th May—*Aravalli*, 16th May—*Aravalli*, 19th May—*Aravalli*, 22nd May—*Aravalli*, 25th May—*Aravalli*, 28th May—*Aravalli*, 31st May—*Aravalli*, 4th June—*Aravalli*, 7th June—*Aravalli*, 10th June—*Aravalli*, 13th June—*Aravalli*, 16th June—*Aravalli*, 19th June—*Aravalli*, 22nd June—*Aravalli*, 25th June—*Aravalli*, 28th June—*Aravalli*, 31st June—*Aravalli*, 4th July—*Aravalli*, 7th July—*Aravalli*, 10th July—*Aravalli*, 13th July—*Aravalli*, 16th July—*Aravalli*, 19th July—*Aravalli*, 22nd July—*Aravalli*, 25th July—*Aravalli*, 28th July—*Aravalli*, 31st July—*Aravalli*, 4th August—*Aravalli*, 7th August—*Aravalli*, 10th August—*Aravalli*, 13th August—*Aravalli*, 16th August—*Aravalli*, 19th August—*Aravalli*, 22nd August—*Aravalli*, 25th August—*Aravalli*, 28th August—*Aravalli*, 31st August—*Aravalli*, 4th September—*Aravalli*, 7th September—*Aravalli*, 10th September—*Aravalli*, 13th September—*Aravalli*, 16th September—*Aravalli*, 19th September—*Aravalli*, 22nd September—*Aravalli*, 25th September—*Aravalli*, 28th September—*Aravalli*, 31st September—*Aravalli*, 4th October—*Aravalli*, 7th October—*Aravalli*, 10th October—*Aravalli*, 13th October—*Aravalli*, 16th October—*Aravalli*, 19th October—*Aravalli*, 22nd October—*Aravalli*, 25th October—*Aravalli*, 28th October—*Aravalli*, 31st October—*Aravalli*, 4th November—*Aravalli*, 7th November—*Aravalli*, 10th November—*Aravalli*, 13th November—*Aravalli*, 16th November—*Aravalli*, 19th November—*Aravalli*, 22nd November—*Aravalli*, 25th November—*Aravalli*, 28th November—*Aravalli*, 31st November—*Aravalli*, 4th December—*Aravalli*, 7th December—*Aravalli*, 10th December—*Aravalli*, 13th December—*Aravalli*, 16th December—*Aravalli*, 19th December—*Aravalli*, 22nd December—*Aravalli*, 25th December—*Aravalli*, 28th December—*Aravalli*, 31st December—*Aravalli*, 4th January—*Aravalli*, 7th January—*Aravalli*, 10th January—*Aravalli*, 13th January—*Aravalli*, 16th January—*Aravalli*, 19th January—*Aravalli*, 22nd January—*Aravalli*, 25th January—*Aravalli*, 28th January—*Aravalli*, 31st January—*Aravalli*, 4th February—*Aravalli*, 7th February—*Aravalli*, 10th February—*Aravalli*, 13th February—*Aravalli*, 16th February—*Aravalli*, 19th February—*Aravalli*, 22nd February—*Aravalli*, 25th February—*Aravalli*, 28th February—*Aravalli*, 31st February—*Aravalli*, 4th March—*Aravalli*, 7th March—*Aravalli*, 10th March—*Aravalli*, 13th March—*Aravalli*, 16th March—*Aravalli*, 19th March—*Aravalli*, 22nd March—*Aravalli*, 25th March—*Aravalli*, 28th March—*Aravalli*, 31st March—*Aravalli*, 4th April—*Aravalli*, 7th April—*Aravalli*, 10th April—*Aravalli*, 13th April—*Aravalli*, 16th April—*Aravalli*, 19th April—*Aravalli*, 22nd April—*Aravalli*, 25th April—*Aravalli*, 28th April—*Aravalli*, 31st April—*Aravalli*, 4th May—*Aravalli*, 7th May—*Aravalli*, 10th May—*Aravalli*, 13th May—*Aravalli*, 16th May—*Aravalli*, 19th May—*Aravalli*, 22nd May—*Aravalli*, 25th May—*Aravalli*, 28th May—*Aravalli*, 31st May—*Aravalli*, 4th June—*Aravalli*, 7th June—*Aravalli*, 10th June—*Aravalli*, 13th June—*Aravalli*, 16th June—*Aravalli*, 19th June—*Aravalli*, 22nd June—*Aravalli*, 25th June—*Aravalli*, 28th June—*Aravalli*, 31st June—*Aravalli*, 4th July—*Aravalli*, 7th July—*Aravalli*, 10th July—*Aravalli*, 13th July—*Aravalli*, 16th July—*Aravalli*, 19th July—*Aravalli*, 22nd July—*Aravalli*, 25th July—*Aravalli*, 28th July—*Aravalli*, 31st July—*Aravalli*, 4th August—*Aravalli*, 7th August—*Aravalli*, 10th August—*Aravalli*, 13th August—*Aravalli*, 16th August—*Aravalli*, 19th August—*Aravalli*, 22nd August—*Aravalli*, 25th August—*Aravalli*, 28th August—*Aravalli*, 31st August—*Aravalli*, 4th September—*Aravalli*, 7th September—*Aravalli*, 10th September—*Aravalli*, 13th September—*Aravalli*, 16th September—*Aravalli*, 19th September—*Aravalli*, 22nd September—*Aravalli*, 25th September—*Aravalli*, 28th September—*Aravalli*, 31st September—*Aravalli*, 4th October—*Aravalli*, 7th October—*Aravalli*, 10th October—*Aravalli*, 13th October—*Aravalli*, 16th October—*Aravalli*, 19th October—*Aravalli*, 22nd October—*Aravalli*, 25th October—*Aravalli*, 28th October—*Aravalli*, 31st October—*Aravalli*, 4th November—*Aravalli*, 7th November—*Aravalli*, 10th November—*Aravalli*, 13th November—*Aravalli*, 16th November—*Aravalli*, 19th November—*Aravalli*, 22nd November—*Aravalli*, 25th November—*Aravalli*, 28th November—*Aravalli*, 31st November—*Aravalli*, 4th December—*Aravalli*, 7th December—*Aravalli*, 10th December—*Aravalli*, 13th December—*Aravalli*, 16th December—*Aravalli*, 19th December—*Aravalli*, 22nd December—*Aravalli*, 25th December—*Aravalli*, 28th December—*Aravalli*, 31st December—*Aravalli*, 4th January—*Aravalli*, 7th January—*Aravalli*, 10th January—*Aravalli*, 13th January—*Aravalli*, 16th January—*Aravalli*, 19th January—*Aravalli*, 22nd January—*Aravalli*, 25th January—*Aravalli*, 28th January—*Aravalli*, 31st January—*Aravalli*, 4th February—



## Intimations.



BRIGHT! PURR!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:—WATKINS &amp; CO., HONGKONG.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS  
**RAOUL PICTET**  
LIMITED. CAPITAL, \$60,000.  
16, RUE DE GRAMMONT, PARIS.  
**INDUSTRIAL ENGINES**  
FOR THE PRODUCTION OF  
**COLD AND ICE**

Apply to MESSRS. DODD, CARLILL & Co.  
Agents for MESSRS. P. OPPENHEIMER & Co., Paris.

## EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

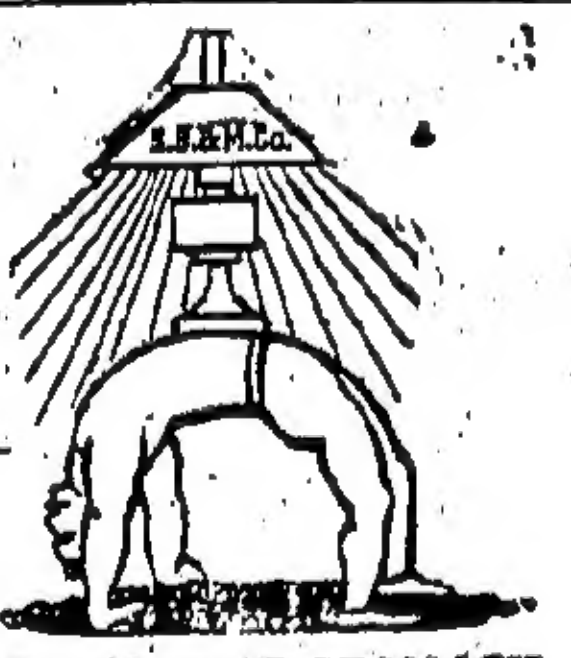
## Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS &amp; Co., Hongkong.

SERRAVALLO'S  
FERRUGINOUS QUININE.THE GREAT AUSTRIAN TONIC  
OF  
PERUVIAN BARK AND IRON.Over 300 Medical Certificates testifying to its great STRENGTH-GIVING PROPERTIES and at the same time being of an  
EXQUISITE TASTE.Sole Agents for Hongkong—  
A. S. WATSON & Co.  
Hongkong, 21st September, 1896. [1577]

**WHYTE & MACKAY**  
"DOUBLE LION BRAND"  
SPECIAL  
SELECTED HIGHLAND  
WHISKY.  
PURE, MILD AND VERY CHEAP.

Sole Agents in Hongkong—  
ROBERT JACK & Co.,  
Fotherby Street.  
Hongkong, 24th September, 1896. [1497]

LIGHT ON THE STOMACH.

Such is the verdict of all those who have tried SHATTLEWORTH'S and MALTING CO.'S product. Some beers are heavy on the stomach. That is certainly not desirable. Avoid such beers. By using the "RAINIER" brand you are sure of a mild, light beer, one that is easy to digest and nutritious.

F. BISHOP,  
Acting Manager.OFFICE—ICE HOUSE LANE.  
Hongkong, 28th September, 1896. [1521]

## FOR SALE.

The Belgian x 100 A 1 Iron Screw Steamer  
"ANVERS,"  
2,386 Tons Reg. Gross, 1,996 Tons Reg. Net.  
Lying in Hongkong Harbour.  
For Particulars, apply to  
LAUTS, WEGENER & Co.,  
Agents for  
CAPTAIN & OWNERS.  
Hongkong, 22nd September, 1896. [1484]

## Shipping.

## STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Company's Steamship

"KAISOW."  
Z. Wierdt, Commander, will be despatched as above on or about the 15th October.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 30th September, 1896. [1597]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN AND NEWCHANG.  
THE Company's Steamship

"NANCHANG."  
Captain Finlayson, will be despatched as above on THURSDAY, the 8th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 3rd October, 1896. [1533]

"RICKMERS" REGULAR LINE OF STEAMERS.  
FOR MARSEILLES, HAVRE, BREMEN AND HAMBURG.  
THE Company's Steamship

"ELISABETH RICKMERS."  
Captain Anderson, will be despatched as above on THURSDAY, the 8th instant.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 21st October, 1896. [1486]

"SHELL" LINE OF STEAMERS.  
FOR LONDON AND HAMBURG.  
THE Company's Steamship

"TELUNA."  
Captain Scott, will be despatched as above on THURSDAY, the 8th October.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 23rd September, 1896. [1487]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, BRINDISI, VENICE, TRIESTE.  
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADEBIATIC PORTS, to NARVAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)  
THE Company's Steamship

"MARIA-VALERIE."  
Captain A. Fallier, will be despatched as above on FRIDAY, the 9th instant.  
Cargo will not be received on board after 3 P.M. prior to date of sailing.  
For further information as to Passage and Freight, apply to  
SANDER & Co., Agents.  
Hongkong, 3rd October, 1896. [1474]

FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Steamship

"CAME."  
Captain Shaw, will be despatched as above on or about SATURDAY, the 10th instant.  
For Freight or Passage, apply to  
DODD, CARLILL & Co., Agents.  
Hongkong, 3rd October, 1896. [1544]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"DARDANUS."  
Captain Grey, will be despatched as above on SUNDAY, the 11th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 1st October, 1896. [1535]

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"ASLOUV."  
Captain J. Murray, will be despatched as above on MONDAY, the 12th October.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 24th September, 1896. [1508]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.  
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.  
(Subject to Alteration.)  
"HONGKONG" (via Shanghai, Kobe, Yokohama, and Honolulu) ... Tuesday, 27th Oct., at Noon.  
"YOKOHAMA" (via Shanghai, Kobe, Yokohama, and Honolulu) ... Thursday, 12th Nov., at Noon.

THE Steamship

"ALTMORE."  
will be despatched as above for VICTORIA (B.C.) and PORTLAND, OREGON, via KOBE and YOKOHAMA, on THURSDAY, the 19th October.

Consular Invoices of Goods for United States ports should be in QUADRUPLE form, and the copy must be sent forward by the shipper to the care of the GENERAL FREIGHT AGENT, OREGON RAILWAY and Navigation Co., Portland, Oregon.  
For further information as to Passage and Freight, apply to  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 24th September, 1896. [1508]

## SAILING VESSELS.

FOR NEW YORK.  
THE 1/2 A. 1. American Ship  
"CHARLES E. MOODY."  
Capt. Moody, will leave here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 1st October, 1896. [1535]

FOR NEW YORK.  
THE 1/2 A. 1. American Ship  
"SAINT MARK."  
Capt. Mark, will leave here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 1st October, 1896. [1535]

FOR SAN FRANCISCO.  
THE 1/2 A. 1. American Ship  
"KANSAS."  
Capt. Kansas, will leave here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 1st October, 1896. [1535]

FOR SAN FRANCISCO.  
THE 1/2 A. 1. American Ship  
"KANSAS."  
Capt. Kansas, will leave here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 1st October, 1896. [1535]

FOR SAN FRANCISCO.  
THE 1/2 A. 1. American Ship  
"KANSAS."  
Capt. Kansas, will leave here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 1st October, 1896. [1535]

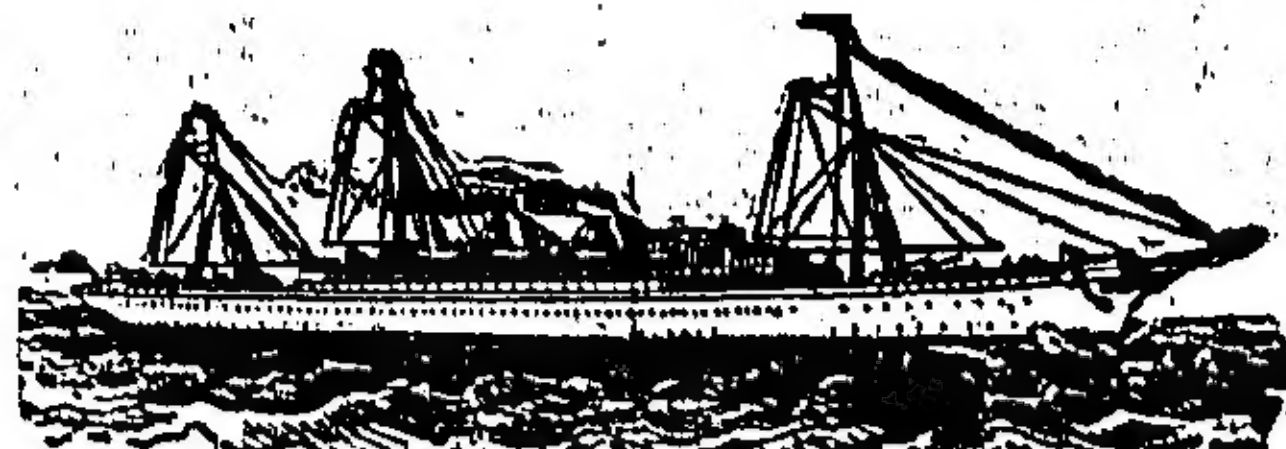
FOR SAN FRANCISCO.  
THE 1/2 A. 1. American Ship  
"KANSAS."  
Capt. Kansas, will leave here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 1st October, 1896. [1535]

FOR SAN FRANCISCO.  
THE 1/2 A. 1. American Ship  
"KANSAS."  
Capt. Kansas, will leave here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 1st October, 1896. [1535]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG:  
"EMPEROR OF CHINA" ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 28th October.  
"EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 28th November.  
"EMPEROR OF JAPAN" ... Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 28th December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway is traversed.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 30th September, 1896.

D. E. BROWN, General Agent,  
Fidder's Street.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 8th Oct., at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 27th Oct., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 8th Oct., at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 27th Oct., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

City of Yokohama (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.